



ANNUAL REPORT

Fiscal Year 2003





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Pursuant to Public Act 348 of 1988

November 14, 2003

Prepared by the
Office of Highway Safety Planning
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November 14, 2003

As administrator of the Truck Safety Fund, it is a pleasure to present this summary of activities conducted by the Michigan Truck Safety Commission during state fiscal year 2003.

The Michigan Truck Safety Commission has established an outstanding tradition of providing quality truck driver safety education programs; innovative research; high-profile public information campaigns; and, enhanced enforcement of the motor carrier safety laws. All of these achievements are focused on the goal of encouraging passenger car and heavy truck drivers to share the road more safely.

Our state can be proud of these efforts to promote and encourage safe travel by all who share our roads. We continue to improve programs, build on research, and reach out to new partners.

We salute the Commission members, the employees of the Michigan Center for Truck Safety, the Michigan State Police Motor Carrier Division, and the trucking industry, who have made this program one of the most effective and unique in the nation. And, we look forward to many more years of providing safer travel for passenger vehicle and truck drivers throughout Michigan.

MICHAEL L. PRINCE
Division Director
Office of Highway Safety Planning
Michigan Department of State Police

Introduction

The Michigan Truck Safety Commission (MTSC) is unique, the only organization in the nation dedicated to commercial truck driver education and training supported not with tax dollars but solely by the industry it serves. What was born of modest beginnings has grown to become a renowned safety advocate for the state's trucking industry.

The 11-member Commission meets bimonthly. The Commission conducts an annual planning session where the goals and objectives for the next year are established.

Funding is provided by the Truck Safety Fund, established by Public Act 348 of 1988, and administered by the Office of Highway Safety Planning, a division of the Michigan Department of State Police.

A large portion of the Fund is used to support truck driver safety education programs. These programs are housed at the Michigan Center for Truck Safety which is located at 1131 Centennial Way, Lansing, Michigan 48917 (phone (517) 321-1955 or toll-free (800) 682-4682). The Upper Peninsula branch office is located at 1401 North 26th Street, Suite 219, Escanaba, Michigan 49829-2500 (phone (906) 789-7657 or toll-free (800) 469-7364).

Mission Statement

“To improve truck safety by providing Michigan’s trucking industry and the citizens of Michigan with effective educational programs, and by addressing significant truck safety issues.”

2003 MTSC COMMISSIONERS

CAPT. ROBERT R. POWERS, CHAIRMAN

**Michigan State Police
Motor Carrier Division**

PATRICK J. PARKER, VICE-CHAIRMAN

**Parker Motor Freight, Inc.
Michigan Trucking Association**

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Michigan Transportation Commission

ROGER BARENSE

Steelcase

JERRY BASCH

Representing the General Public

MICHAEL L. PRINCE

**Michigan State Police
Office Of Highway Safety Planning**

HON. TERRI LYNN LAND

Michigan Secretary Of State

MARY ELLEN SHEETS

Two Men And A Truck

WILLIAM TAYLOR, Ph.D.

Michigan State University

JOHN THEROUX

Lansing Community College

GORDON L. VORCE

Heart Truss

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MICHIGAN CENTER FOR TRUCK SAFETY

The Michigan Center for Truck Safety (MCTS) is responsible for the day-to-day operation of educational programs sponsored by the Michigan Truck Safety Commission. The Center is operated through a grant to the Michigan Trucking Association Education Center, Inc. (MTA) and housed at a facility in Lansing.

The Center serves as a focal point for truck driver training and educational programs. The Center's Lansing staff consists of a project director, one safety specialist, a communications director, management specialist, clerical assistant and an information associate. The Lansing facility contains space for administrative offices, storage and a conference/training room. Additionally, the Center's Upper Peninsula office in Escanaba consists of a safety specialist and management specialist. Training programs and safety reviews are conducted virtually every day. Use of the facilities is made for training program development and delivery and for meetings.

TRAINING

In conjunction with the MTA, the Center hosted the first Michigan Truck Exhibition and Safety Symposium in February 2003. Approximately 300 people attended sessions taught primarily by Center staff. Former Kansas governor and new American Trucking Associations' President Bill Graves gave the keynote address, and Doug Sawin, Midwest field administrator for the Federal Motor Carrier Safety Administration, also spoke at the opening program. Center staff provided safety breakout sessions on vehicle inspections and maintenance requirements, developing a company safety plan, small truck regulations, defensive driving, hours of service and driver qualifications. The Center's Mobile Classroom was also on display.

The Center also partnered with Eaton Corporation to operate the Michigan Center for Decision Driving (MCDD) in Marshall, Michigan. MCDD provides hands-on advanced truck driver training which involves various maneuvers using the facilities skid pad and modular classroom. The Center contracts with the Eaton Corporation on a per-student basis for training and all aspects of the facility's use. During this fiscal year, 2,397 drivers completed the program at the Marshall facility.

The Center runs the Upper Peninsula Decision Driving Course (skid pad/classroom) at the Upper Peninsula State Fairgrounds in Escanaba. In FY03, the Center started offering year-round training at UPDDC. This year, 156 drivers completed the program.

The Center's mobile classroom—a tractor-trailer converted into a classroom—provides on-site training for Michigan's trucking companies. The mobile classroom can seat 23 students, and training is provided on a variety of safety topics. The total drivers trained in the mobile classroom for FY03 was 525.

The Center's Professional Driver Coaching program (formally known as the Driver Performance Measurement or DPM) is a one-on-one driver assessment performed on a predetermined route. In FY03, 185 drivers completed DPM courses. Included in those numbers are students from Baker College who participated in the DPM Step 2 pilot program. A report on the pilot program is due in December 2003.

MCTS management specialists provide compliance training and safety reviews to company safety directors and other management personnel. This year, safety reviews were held for 163 managers and safety personnel. All MCTS training staff provided general compliance training for 6,474 people.

The Truck Safety Hot Line assists callers with answers to questions about safety, education, available programs and motor carrier rules and regulations. This past year, 9,486 calls were received on the hot line for an average of 791 per month.

The Periodic Inspection Training Course is a three-day class that provides training to maintenance staff, enabling them to meet the federal requirements for performing periodic inspections. During FY03, 166 people completed the program.

The National Safety Council's Professional Truck Driver program was available through interactive video but has been changed to a classroom training. This past year, 132 drivers completed the Professional Truck Driver classroom sessions.

In a partnership with Two Men and a Truck International, Center staff also started production on a 14-minute straight truck inspection video for commercial motor carriers. This is expected to be completed in early FY04.

The Center also formed and participated on a committee to research Michigan's truck parking needs as detailed under the research section of this report.

Additionally, the Center provides national and industry perspectives of truck driver training concerns and needs by maintaining contact with a variety of national motor carrier safety organizations. Frequent contact is made with the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (USDOT FMCSA), the Commercial Vehicle Safety Alliance (CVSA), the American Trucking Associations (ATA) and The North American Transportation Management Institute (NATMI).

"LET'S SHARE THE ROAD"

This year, the public information and education program was more limited but included production of a new radio public service announcement (PSA) featuring the audio from the FY02 TV PSA of NASCAR driver Dale Jarrett. Also, the print PSA on a truck's blind spots and wide turns were redistributed to Michigan newspapers, for what was estimated at more than \$38,000 in free advertising space. Additionally, a media event was held at a high school driver education course in Swartz Creek, which resulted in three television stories and one newspaper article. The Center also wrote letters to the editor and provided safe driving tips to various media. Additionally, MCTS ran four paid radio ads during the Detroit Lions/Green Bay Packers football game in September 2003. The Center is also partnering with other organizations, such as the Southwestern Michigan Exchange Club and the Student Leadership Services group, to spread the safety message.

Work continued on the "Let's Share the Road" program for high school driver education students. Center staff attended the Michigan Driver & Traffic Safety Education Association (MDTSEA) annual conference, advertised in the MDTSEA newsletter and networked with association members to distribute an educational video and brochures.

Additionally, the Center worked with AARP to distribute videos and booklets to help older drivers understand how to drive safely around trucks.

OTHER PUBLIC INFORMATION AND EDUCATION PROGRAMS

The Center partnered with the Eaton Corporation, inviting state legislators and other safety officials from the Great Lakes region to promote and celebrate the 15-year anniversary of the legislation that organized the Michigan Truck Safety Commission and that has made Michigan a leader in addressing truck safety issues. It was also an opportunity to share information on programs that have been developed and used by the Center. A similar program was organized by U.P. Center staff at the Escanaba skid pad and was attended by local legislators.

Center staff also attended events such as the Upper Peninsula State Fair, where over 1,600 licensed drivers were given the "Share the Road" message and allowed to sit in a truck and view the blind spots, the Annual Logging Congress and other venues where they handed out large quantities of safety and educational materials to both commercial drivers and the public.

The Center newsletter was published and distributed to more than 10,500 companies and individuals quarterly, a flier was sent to the mailing list promoting the decision driving courses and postcards were sent promoting the joint symposium with the Michigan Trucking Association for FY04.

The Center also continued its marketing program with a telemarketing campaign for companies recommended by the Federal Motor Carrier Safety Administration for eight training seminars held around the state.

This year, Michigan's Road Team trained more than 2,820 students about car and truck safety in 30 school districts and private driving classes around the state. In addition to visiting schools, team members participated in the MDTSEA Conference, Wayne State University Driver's Education Instructor Training, a career day presentation to over 1,000 students at Mecosta-Osceola Career Center and with the Michigan State Police during the anti-drug abuse Red Ribbon campaign in northwest Michigan. By marketing the team in the MDTSEA newsletter, requests for presentations to driver's education classes increased substantially over previous years. The Road Team now has six active drivers.

RESEARCH & PLANNING

The Research Committee met with the Advisory Committee for the truck parking study to present the results of the survey. The MDOT representative stated that the Department was considering placing information on the availability of private truck parking locations on their web pages. The information would be static (as opposed to real time). The committee concluded that the cost of monitoring public and private parking areas and communicating this information to drivers in "real time" was too great. Private truck stop operators can provide this information through a "hot line" since nearly all truck drivers now use cell phones to obtain information on available services.

At the Commission planning meeting a recommendation was made that the research committee develop and issue a Request-for-Proposals (RFP) to obtain the services of a research agency to conduct a program evaluation of our programs. The evaluation would consist of two elements.

- 1) A meta-analysis to evaluate whether the programs being offered by the Commission can be effective at the level of funding available, and
- 2) A determination of data needs and development of a research plan to evaluate the effectiveness of current programs.

The RFP was issued in May 2003, and two proposals were received. The contract was awarded to Dr. Tapan Datta at Wayne State University based on the evaluation of the three person research committee.

The project will continue into Fiscal Year 2004, with the first progress report scheduled for the December 2003 Commission meeting.

ENFORCEMENT

This year's grant had three different Special Transportation Enforcement Team (STET) objectives. The first objective was the standard STET operation mandated by the MTSC statute. The second was holiday/Sunday overtime, and the third was STET overtime. The statistics for each of these objectives is included at the end of this document.

Part of the grant requires each district commander to develop appropriate evaluation tools for STET operations. Dr. Jeffrey Bernstein, Eastern Michigan University, provided two project evaluation training sessions in February and March 2003 for all Motor Carrier Division supervisors. The supervisors used the training during the summer STET operations, and Dr. Bernstein conducted individual meetings with district supervisors. In August, Dr. Bernstein conducted a follow-up training session.

Additional meetings were held with the Hazardous Materials Unit commander for possible evaluation tools and with the TSF grant administrator in regards to evaluating holiday OT.

An evaluation form was developed and will be used to report findings. Dr. Bernstein will continue as a consultant to the district supervisors during Fiscal Year 2004. The evaluation reports will be attached to the grant quarterly reports, and the division will develop a database of completed evaluations to track progress and maintain a historical perspective.

The division also issued press releases, one in the spring and a second in the fall, explaining what STET operations are and how they are important to highway safety. These releases are part of the division's outreach efforts. Several media inquiries and stories resulted from the press releases.

Education

The division continues to produce and publish the *CMV Enforcement Quarterly*, a publication distributed to all law enforcement agencies, prosecutors' offices, and district court magistrates. Approximately 1,200-1,500 copies of each edition were published and mailed. The *Quarterly* has also been added to MCD's web site.

A survey was conducted during the fourth quarter of the grant year. MCD/HQ received 136 responses, a response rate of 9%. MCD was able to increase the survey response by offering a pocket edition of the Federal Motor Carrier Safety Regulations that were left over from the awareness classes to the first 70 respondents.

The first question asked if the reader was more confident in dealing with CMV enforcement issues by reading the *Quarterly*. The respondent was asked to circle “VERY,” “USUALLY,” “SOMEWHAT,” or “NOT AT ALL.” Four respondents circled “VERY,” eight circled “USUALLY,” three circled “SOMEWHAT,” and no one circled “NOT AT ALL.”

The next five questions asked the reader to rate each category of the *Quarterly*, with 5 being excellent and 1 being poor. Below are the responses for each scale:

Category	5	4	3	2	1
Captain’s Corner	51	61	24	4	1
Size and Weight	45	47	25	5	2
Inspections	45	59	28	4	3
Vehicle Code	64	57	16	1	1
Reminder Box	64	56	17	1	1

The questionnaire also requested suggestions and comments, or topics for future editions. The suggestions and topics received will be incorporated into future editions of the *Quarterly*.

The division also conducted three sessions of each awareness class it offers, Basic Awareness, Advanced Awareness, and CMV Adjudication. A total of 136 participants attended the classes.

During the fourth quarter, a survey was conducted of all the attendees and a sample pool of law enforcement officers and court personnel who did not attend one of the classes. The purpose of the survey to non-attendees was to have a blind sample group for comparison. The questions on the survey were taken from the training materials and were formatted as test questions.

The division also purchased and distributed 211 copies of the current Federal Motor Carrier Safety Regulations (FMCSR) to each county prosecutor and district court magistrate. Access to a current FMCSR has been a problem in local courts.

MCD included a survey with the FMCSR. Of those responding to the survey, a total of 29 prosecutors indicated that they would like to receive the FMCSR on an annual basis; 5 said they would not. Of those responding, 53 court magistrates said that they would like to receive the FMCSR on an annual basis; there was one response that they would not. There were a total of 88 responses to the survey, a response rate of 42%.

Awareness Classes

Attendees of both awareness classes were sent the same evaluation tool. Of the 94 surveys sent to attendees, the Motor Carrier Division received 18 responses, a response rate of 19%. Of the 127 surveys sent to non-attendees, the Motor Carrier Division received 28 responses, a response rate of 22%.

The chart below indicates the percentage of correct responses to each of the five questions on the survey form:

	#1	#2	#3	#4	#5
Attendees	61%	50%	78%	89%	67%
Non-attendees	43%	36%	54%	57%	75%

Adjudication Class

Of the 31 surveys sent to attendees, the Motor Carrier Division received 4 responses, a response rate of 13%. Of the 100 surveys sent to non-attendees, the Motor Carrier Division received 12 responses, a response rate of 12%.

The chart below indicates the percentage of correct responses to each of the five questions on the survey form:

	#1	#2	#3	#4	#5
Attendees	25%	100%	75%	100%	100%
Non-attendees	50%	75%	25%	75%	17%

As the attendees scored significantly higher than non-attendees on every question except #5 for the awareness class and #1 for the adjudication class, it is clear that the training was successful. The attendees retained the material presented, as the survey was conducted several months after the first class was presented.

Additional Objectives

This year's grant also provided funding to purchase prizes for the first annual "Award for Excellence in Commercial Vehicle Safety," conducted by the Michigan Association of Chiefs of Police (MACP).

The prizes were presented at MACP's Mid-Winter Conference in Grand Rapids on February 13, 2002. The award was broken down into categories by agency size, with separate categories for Sheriff Departments and MSP posts. Below are the names of the agencies receiving awards.

The winning agencies for the 2002 award are:

Pinckney Police Department
Farmington Hills Police Department
Macomb County Sheriff's Department
Michigan State Police - Metro North Post

Honorable mention awards were also presented to the following:

Bloomfield Township Police Department
Canton Township Department of Public Safety

Last, the grant included an objective to purchase one portable piezo rod device and data collection unit to conduct speed and truck volume surveys. Because of budgetary constraints, the device was ordered late in the fiscal year and has just recently been received. A report evaluating the usefulness of the device will be included in the annual report for Fiscal Year 2004.

Appendix A STET Statistics

	Regular STETs	Holiday/Sun. STETs	Overtime STETs	Total
Number of Operations Conducted	149	16	83	248
Miles Patrolled	177,760	12,704	21,423	211,887
Hours Worked	14,082	929	1,460	16,471
Total Vehicle Stops	8,411	921	1,409	10,741
Safety Inspections	3,891	797	345	5,033
Verbal Warnings	4,430	378	585	5,393
Total Citations	7,526	925	1,509	9,960
Log Book	393	71	115	579
Speeding	2,747	511	779	4,037
CDL	52	2	9	63
Seat Belt	1,235	160	175	1,570
Medical Card	295	17	64	376
Unqualified Driver	111	6	17	134

FUTURE MTSC ACTIVITIES

As the Commission approaches FY04, several new activities are planned:

- Participation with MTA in the second annual Michigan Truck Exhibition and Safety Symposium to be held February 2004
- Continuation of the Center's newsletter
- Completion of a new straight truck inspection video
- Continued focus on evaluating Professional Driver Coaching and DPM – Step II programs
- Continuing the development of the safety management manual, including “Best Practices” from FMCSA
- Updating and revising the Truck Driver's Guidebook
- Updating and revising the Center's website
- Partnering with the Student Leadership Services organization for the “Share the Road” program
- Presenting the CVSA cargo securement and hours of service programs as they become available
- Partnering with Dr. Kevin Ford, Michigan State University, to collect and analyze data from the management survey forms
- Partnering with the Michigan office of the Federal Motor Carrier Safety Administration and the Michigan Public Service Commission in safety presentations and workshops
- Inviting in representatives from truck insurance companies to provide information on the Center's programs
- Exploring the use of simulation training for truck drivers

*Establishment of the Truck Safety Fund
and Michigan Truck Safety Commission*

Public Act 348 of 1988
Section 247.675 of the Michigan Compiled Laws

Sec. 25. (1) The truck safety fund is established and shall be maintained in the state treasury. The truck safety fund shall be administered by the office of highway safety planning within the department of state police.

(2) The Michigan truck safety commission is established in the office of highway safety planning within the department of state police. The commission shall control the expenditures of the truck safety fund. The commission shall consist of the following members:

(a) A member of the state transportation commission, or his or her authorized representative who is a member of the state transportation commission.

(b) The director of the office of highway safety planning, within the department of state police.

(c) The secretary of state.

(d) The commanding officer of the motor carrier division within the department of state police.

(e) Seven individuals appointed by the governor with the advice and consent of the senate as follows:

(i) One individual representing Michigan community colleges.

(ii) One individual representing 4-year colleges or universities.

(iii) One individual representing the Michigan trucking association.

(iv) One individual representing private motor carriers.

(v) One individual representing organized labor.

(vi) Two individuals representing the general public.

(3) The appointed members of the Michigan truck safety commission shall be appointed for 2-year terms. The chairperson of the Michigan truck safety commission shall be elected by a majority of the members serving on the Michigan truck safety commission. A vacancy shall be filled for the balance of the unexpired term in the same manner as the original appointment. The business which the Michigan truck safety commission shall perform shall be conducted at a quarterly meeting held in compliance with the open meetings act, Act No. 267 of the Public Acts of 1976, being sections 15.261 to 15.275 of the Michigan Compiled Laws. Public notice of the meeting shall be given in the manner required under Act No. 267 of 1976. A majority of the commission members serving shall be required to constitute a quorum.

(4) The truck safety fund shall be expended in the following order of priority and in the following manner:

(a) Not more than 5% but not more than \$100,000.00 of the money deposited in the truck safety fund shall be expended for the fund's administrative expenses. The office of highway safety planning may employ not more than 2 persons to assist in the administration of the fund.

(b) Not less than 30%, but not less than \$1,000,000.00 of the balance of the money deposited in the truck safety fund shall be expended for the following purposes:

(i) Establishing truck driver safety education programs.

(ii) Encouraging, coordinating, and administering grants for research and demonstration projects to develop the application of new ideas and concepts in truck driver safety education as applied to state, as opposed to nationwide, problems.

(iii) Applying for, receiving, and accepting any grant, gift, contribution, loan, or other assistance in the form of money, property, labor, and any other form from a public or private source for the enhancement of truck driver safety education, including matching funds and other assistance from an agency or instrumentality of the United States and doing each thing as is necessary to apply for, receive, and administer that assistance in accordance with the laws of this state.

(c) Not less than \$750,000.00 of the balance of the money deposited in the truck safety fund shall be expended for the establishment of special transportation enforcement team operations within the motor carrier division of the department of state police and any expenses incurred by the special transportation enforcement team including, but not limited to, required equipment. The motor carrier division of the department of state police shall submit an annual report of the activities of the special transportation enforcement team operations and expenditures of the fund for those operations provided by this subdivision.

(d) The balance of the money deposited in the truck safety fund, if any, shall be expended for the following purposes:

(i) Investigating, performing data collection and analysis, and making recommendations on truck accidents within this state.

(ii) Investigating and making recommendations on the truck safety enforcement procedures of local law enforcement agencies.

(iii) Performing other functions considered necessary by the Michigan truck safety commission for the enhancement of truck and truck driver safety within this state.

(5) The commission shall make an annual report to the chairpersons of the house transportation and senate state affairs, tourism, and transportation committees on the status of the fund. The report shall be submitted within 45 days after the end of the fiscal year and shall include the year and balance of the fund and the disbursements made from the fund during the previous fiscal year.

TRUCK SAFETY FUND
Statement of Changes in Fund Balance
For the Period Ended September 30, 2003

	Year Ended 9/30/02	Year Ended 9/30/03
Revenues		
Truck Registration Fees (see Note B)	\$1,813,805	\$1,850,899
Variable Interstate Fees	741,743	467,827
Total	\$2,555,548	\$2,318,726
Expenditures		
Education Programs	\$2,236,193	\$1,224,005
Enforcement	1,479,981	930,600
Research	0	17,524
Administration	90,631	94,894
Total	\$3,806,805	\$2,267,023
Excess of Revenues Over Expenditures	(\$1,251,257)	\$51,703
Beginning Fund Balance		
Reserved (see Note C)	\$000	\$000
Unreserved	2, 859,188	1,607,931
Total	\$2, 859,188	\$1,607,931
Ending Fund Balance		
Reserved (see Note C)	\$000	\$000
Unreserved (see Note B)	1,607,931	1,659,634
Total	\$1,607,931	\$1,659,634

NOTE A: Summary of Significant Accounting Policies

Method of Accounting - The Truck Safety Fund is recorded using the modified accrual basis of accounting. Fund revenues are recorded when they are collected. Fund expenditures are recorded in the year expended.

The State of Michigan year-end close takes place after the report date. This may cause a variance with reported costs.

NOTE B: Reserve for Encumbrances

Public Act 348 of 1988, Section 25, mandates that not less than \$1,000,000 of the money deposited in the Truck Safety Fund annually shall be expended for truck driver safety education. These funds are reserved for pending and proposed truck driver safety projects, and will be carried forward to the state fiscal year ending September 30, 2003 (FY03), as follows:

Carry forward balance for Education from FY01	\$000
Mandated FY02 Truck Driver Safety Education money	<u>1,000,000</u>
Total Truck Driver Safety funds available	\$1,000,000
 Less: Truck Driver Safety Education funds expended in FY02	 \$1,224,005
 Carry forward to FY03 for Education	 \$0

Funding Sources for the Truck Safety Fund

- \$15.00 of the registration fee collected by the Michigan Department of State on most large trucks (Public Act 346 of 1988, Section 257.801 of the Michigan Compiled Laws)
- Interstate registration fees collected by Michigan Consumer Industry Services (Public Act 347 of 1988, Section 478.7 of the Michigan Compiled Laws)